

THE NATIONAL *Falcon* NEWS

THE MAGAZINE OF THE FALCON CLUB OF AMERICA

JANUARY 2023



ON THE COVER

The 1963 four-door Falcon with a 200 ci and three-speed on the floor, on this month's cover, is owned by Paul Hesse (FCA #13547) of Oxford, North Carolina. He has owned it for 17 years. The photo was taken at the Chase City Airport in Virginia, where the car is used as an airport vehicle. Pictured with it are a friend Dan Sheridan's TriPacer, along with Paul's own 1960 Twin Piper Geronimo and 1959 Piper TriPacer, both of which he flies.

Pictured on this page additionally shows a historic beacon that once guided mail pilots from Washington, DC to Atlanta with stops in Lynchburg, Virginia, Charlotte, North Carolina, and Atlanta. It was a savior early for navigation in the 1920s. It was relocated and celebrated in a tower raising event two years ago from a hill outside Lynchburg and still works great.



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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.



Jim Guthrie
FCA President

PRESIDENT'S MESSAGE

Welcome to 2023. I hope you had a grand holiday season and all those nifty new parts and accessories from Santa fit properly and nothing needed to go back. It was good to see all the Chapter holiday get-togethers. Maybe you have a special story to tell and you can share it in the News magazine. Anyhow, we've made it to a new year and we need to start thinking about the upcoming show season and those can't miss opportunities to share our rides and the Falcon story.

Again this year, our magazine editor, Janet Wilkerson has created a Calendar suitable for hanging in a conspicuous location to help you plan and remind you of what is going on and when it is going to happen. Be sure to mark the various regional meets. The 2023 National Convention/Meet in Kansas City (Overland, Park, Kansas) is already marked in July. Details are available in this issue and online at www.fcaclub.com.

2023 also marks the 60th Anniversary of the introduction of the V8 engine and the Hardtop to the Falcon line. To this day cars equipped with these items are highly prized and highly sought after. A week doesn't go by that I don't get a request to help someone find a Futura or Sprint with these features.

My first Falcon was a 1962 four door sedan, six-cylinder with three on the tree. I bought it my Freshman year of college because it was cheap transportation with good fuel economy, after all gasoline was 19 cents per gallon. It wasn't long before I found a wrecked 1963 Galaxie with a 289 and a fully synchronized three speed transmission. The swap was on and fairly straight forward. The beginnings of a love affair with Falcons that has lasted some fifty-eight years, and it included a couple of Sprints along the way.

If you have a story that you'd like to share, let Janet know and we'll get it out.

If you haven't heard, Mary Wagner will be stepping down from the position of Chapter Coordinator. If you are interested in knowing more about this position, please contact Mary or me. Thank you to Mary for all your service to the FCA.

Finally, the new website is just about de-bugged and working very well. If you haven't registered for the National Convention/Meet, give it a try. You'll find it simple and convenient. If you need assistance with anything club related, just go to Our Club and you'll find contact information. If you want to buy or sell, get technical help, go to the Forums. Let us know what you need. The goal is to provide a place to serve your needs.

Until next time, stay healthy and safe, enjoy your Falcons and Rancheros, and if you are on the road, take a youngster long.

Jim Guthrie (FCA #12897)
guthriejasr@gmail.com • 816-288-7469



ANDY BARCHECK'S 1962 FALCON

PART I

BY ANDY BARCHECK

It all started in 1960 when my parents bought a 1960 Falcon. I learned to drive in that car. Of course, I snuck some baby moons and "cheater" whitewalls on it when they weren't looking.

Now fast forward to 2011 when I bought a 1962 Falcon Futura. Many Falcons by then had returned to the earth as rust but this one was a pretty sound survivor. I had the idea that I could improve it in some way while trying to keep the Ford Design Language.

The small rear wheel wells were enlarged to fit 17" wheels by mounting flares from front fenders. This would allow me to remove the rear tires without having to disassemble the rear suspension. The front fender flares were raised and enlarged to fit the larger 17" wheels.



There are over 20 Ford company parts from many models and years on the car. Can you find them all?



Falcon shown in 1960 (above)
and in 2011 (below)



Some inevitable rust repairs had to be done in the rear quarters and floor pans similar to that done in these door bottoms. A small spoiler was made for the rear, made from an idea I saw on the TV series "Iron Resurrection".

I made the top edge from 3/8" rod and the stands from 18 gauge steel. The spoiler was cut at the trunk gaps. 20 gauge steel was formed to make the spoiler shape. The size and shape is much like those on Gen 1 Camaros

I got the idea to use '61 Galaxie taillights from the TV show "Hand Built Hot Rods" but I had to cut 2 1/2" from the housings so they could be recessed into the fender. Sheet metal housings were made to tunnel them. The stock Falcon tail-light gasket fit them perfectly.

Looking like they were made that way, the 1964 red LEDs tail and brake lights and 16 amber LEDs were installed in the clear backup light

lens for turn signals. Instead of cutting and re-chroming the rear bumper to reduce the 3/4" gap to the body, I made body fit the bumper. Lower quarter panel patch panels were mounted over the stock lower quarter panels to move them out to near the bumper.



Some small sheet metal pieces completed the fitting to the bumper below the taillight and across below the trunk.

A '60-'63 Comet front bumper was installed. It has the same V-shape as the grille and hood, wraps around to the wheelwell and is narrower so making it fit the body was relatively easy.

'41-'47 Ford COE front turn signal lenses were installed in the front fender. Eight amber LEDs provide side marker and turn signal repeater function.

The stock Futura stainless side trim was cut, welded and polished to better fit the new look of the car.

The cowl vent was filled in as it is no longer needed with the installation of aftermarket recirculation type heating and air conditioning. And it seals up one of the most rust-prone areas in these cars.

The "HIGH OUTPUT" front fender emblems mimic the '60's style Ford "HIGH PERFORMANCE" emblems but better describe the SHO (Super High Output) engine in this car. The 207 on the emblem is the engine size and came as part of a Peugeot key chain. The bullet shaped side mirrors are 70's Mustang/Shelby style.

A BMW motorcycle flip top gas filler was installed on the top of the right quarter and an aftermarket 16 gallon fuel tank was installed in the forward part of the trunk.





engine-to-transmission adapter plate



The battery was installed in the right side of the trunk and a spare tire well was put in the floor.

The SHO V8 engine was transverse mounted in the Taurus it came out of. A Ford 4R70W overdrive automatic was installed to convert it to rear wheel drive. A 5.0 5 speed bellhousing was used to dial in the adapter plate.



A spacer/torque converter alignment piece was made for the end of the crankshaft. A Mustang 4.6 V8 two year only eight- bolt flexplate was found to fit the SHO crank.

The thermostat/water pump housing was belt driven off the back of a camshaft and stood 8" past the back of the block. Something had to be done...



The housings at the back of the heads and top of the block were modified to pipe the coolant to and from the front of the engine compartment.



The Taurus intake was asymmetrical and would look lopsided if installed in this rear drive setup. A new intake was mocked up using some additional SHO V8 intake tubes.

Steel intake plenums were made to replace the cardboard ones in the previous picture.

3" steel tubing was used to tie the plenums together at the front of the engine.

More 3" tubing used to route the intake to the left front corner of the engine compartment.

The throttle body, mass airflow sensor and air cleaner were stacked up in the corner of the compartment.

—to be continued

MISCELLANEOUS INFO

Engine: 1997 Ford Taurus SHO V8 (made by Yamaha) 3.4 liters, 207 cu.in.

235 hp at 6100 rpm, 220 lbs-ft torque at 4800 rpm, redline 7000 rpm

PCM tuned to remove unused functions including the transmission controls

Transmission: 5.0 Ford Explorer 4R70W overdrive automatic, stand alone US Shift controller (also used to calibrate speedometer), Mustang 4.6 torque converter

Rear end: 5.0 Ford Explorer V8 3.73 gears, Detroit True-Trac differential, disc brakes

Wheels: Team III LT-III Minilite style eight-spoke, custom offset

Front 17x7, Rear 17x8 Tires: Michelin Pilot Sport A/S3, front 205/50, rear 245/45



Driveshaft: 4" aluminum from V6 Explorer, shortened and balanced

Power windows: Specialty Power Windows with GM switches in console

Radio: Custom Autosound Falcon look with 6X9 dual voice coil speakers

Steering wheel: Italian Nardi wood-rimmed with Falcon horn button

Wipers: 70's F-Series/Bronco two-speed with intermittent feature

Washers: Late model Ford with Mustang tank in fender well

Hood and Trunk release levers: 60's vintage Ford

Heat/AC: Vintage Air Gen IV Magnum, 3 knob controller in Falcon style housing

Cruise control: Rostra Global Cruise

Insulation: Dynamat Extreme, Dynaliner, Dynapad

Seat heaters: Rostra heaters installed for heat therapy on long drives

Parts from non-Ford makes/models : Camaro, Corvette, BMW, Plymouth, VW, Datsun, Chrysler, Audi/VW

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NATIONAL FALCON NEWS

RECENT ANNOUNCEMENTS

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Check out the 2018 Membership Rewards! One reward is a free quarterly meeting. It's a great way to meet other members and enjoy the company of like-minded people. Don't miss out on this opportunity to meet and hear from the experts in the field. For more information, see the link below.

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Check out the new Ford Falcon books! They are available for purchase from the Falcon Club of America. For more information, see the link below.

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UPDATE

EMMA'S STORY— PERFECTING HER CLASSIC 1968 FALCON SPORTS COUPE

The original article appeared in the September 2021 National Falcon News. Here is an update, much of which is in Emma's own words, as stated on Instagram @emmasforgottenfalcon.

As we check back in, Washington, Missouri's Emma Buehrlen (FCA #17898) is now an electrical engineering student. The work on her daily driver 1968 Falcon Sports Coupe is moving along. She has now been part of the Falcon Club of America for a year now and plans on bringing "Ruby" to the 2023 Nationals in Overland Park, Kansas. She has updated her progress continually on her Instagram



account @emmasforgottenfalcon. There she has asked for advice, received advice (good and bad) and just vented when things haven't gone exactly as planned.

She credits her dad because he was the one who sparked her joy for classic cars, taught her "everything I know," and keeps her spirits up when something doesn't quite work out.

"It means everything to me that I can proudly say I've built my car, not bought it." Emma said recently.

She truly has put her own blood, sweat, and tears into this car and all that work has paid off. Her Falcon has taught her so much and the time she has spent with family during this restoration has brought additional benefits.

Most of her photos have been taken documenting her work in progress, but those are the ones she loves the most.

"I've learned some things may look easy, but I do NOT believe that. I'm sure everyone here can relate!"



Her dad inspired her and now they both love working on classic cars. He has his own 1968 Cougar that he bought when he was 15.

"Seeing what I've done and how far I've come is why I don't give up. I love looking back on pictures of me and my family working on her, which is why I started this account, to document the way. She's more than just a car to me!"

"This is my first year to go to Falcon Nationals! I'm excited to see everyone there along with their Falcons."



—Instagram quotes from Emma Buehrlen (FCA #17898)
Washington, Missouri

The rest of my engine went together nicely.

When I started Ruby last I realized while burping the coolant the thermometer was reading normal temps while the HOT idiot light on my cluster was lit up. So I did a quick fix and replaced my temp sensor!

I've also started my last big project on Ruby. Since I decided to go with headers, now I have to remake and route my power steering hoses. We didn't have all the right parts so we could only do so much. Mistakes happen!





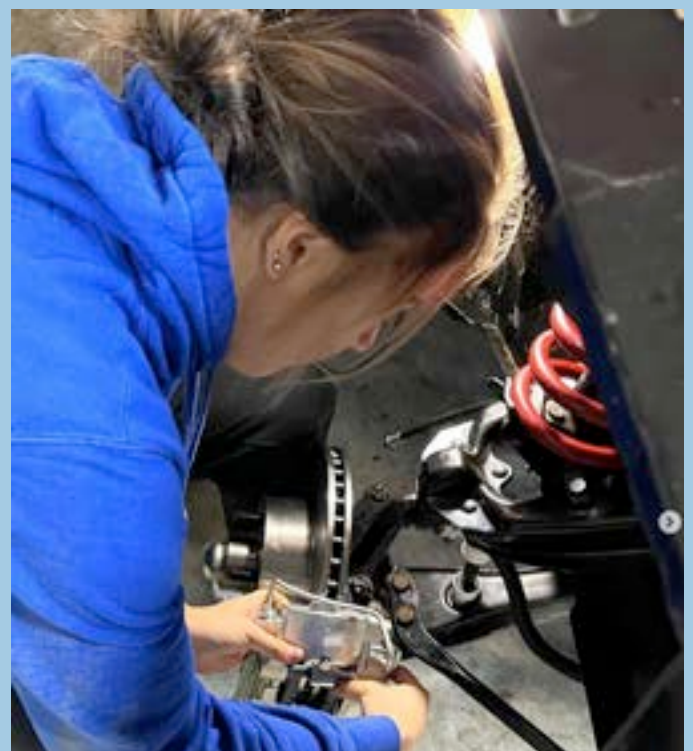
Aligned my car after completely redoing suspension and bled my new disc brakes! Now I can trailer Ruby to go get her inspected and get a more in-depth alignment so she can be road ready.



We found out why my shift linkage was so sloppy. The plastic bushing must've broken off 20 years or so ago. I bought two different sets and they didn't fit, even when I was assured they would. I used Udon water hose we had from a different project, sanded it, and plastic epoxied it and was done. She shifts much better now. Ten minute job took all day!



Wrapped one of my headers. My power steering hoses were just a bit too close for comfort. Anyone who has wrapped a full set has my respect! It is possibly the worst thing I've done.



Done with my disc brakes after about a month of tearing down and bolting new stuff back into place! It took awhile but I'm glad I took the time to do it right



Repainting my instrument cluster.



My first car show! I met so many awesome people and saw some cool cars too. I was the only Falcon there, so that made Ruby instantly special!



Restoring my rusted out cowlings by starting with a rust converter and cutting out the old cowl stacks to replace them with new plastic ones! (disclaimer: I know this is NOT the right way to restore a cowl. I do not have the money or the time to do it right)



I have all new suspension! So happy for it to be done, learned a lot of new things and mastered cotter pins.



After lots of frustration and some tears, Dad and I finally got the turn signals and flashers sorted out! Also thanks to a follower, I ordered the emblem I've been looking months for and finally got it stuck on!



After six long months I finally found someone to redo my seats—Paul, at Straussners furniture did it in only three weeks! I'm also making new friends who appreciate classics!

IN THE NEWS

THE FORD FALCON FREEBIRD IS A HYDROGEN-POWERED HOT ROD

V8 ENGINE MODIFIED TO RUN ON HYDROGEN

By Gary Gastelu | Fox News

<https://www.foxnews.com/auto/ford-falcon-freebird-hydrogen-powered-hot-rod>

Published November 9, 2022

This Falcon is ready to fly.

The Freebird is a 1964 Ford Falcon Sprint coupe that's been built to burn rubber by burning hydrogen.

The classic was rebuilt by Arrington Performance with a 5.0-liter Ford V8 from a Ford Mustang that's been modified to run on the literal gas instead of gasoline.

It's the company's second hydrogen hot rod, following a 1948 Chevrolet pickup it designed with a 6.2-liter GM V8.

Several automakers, including Toyota and Hyundai, currently sell vehicles that run on hydrogen, but in a different way.

They combine stored hydrogen with atmospheric oxygen in a fuel cell catalyst to generate electricity and replace the need for a large battery pack.

Freebird simply burns the hydrogen, a process that doesn't create any carbon dioxide, but can generate nitrogen oxides if not properly controlled.



Freebird is powered by hydrogen.
(Arrington Performance/Adam Hosey Photography)



The classic Ford Falcon has been restored and modified by Arrington Performance.
(Arrington Performance/Adam Hosey Photography)

It's not as simple as swapping tanks, however. The Ford V8 features direct and port fuel injectors, the latter of which are now used to introduce a small amount of water into the mix to help control combustion temperatures. It's an old hot rodder's trick that BMW recently experimented with in its M4 performance model.

"Just like any industry, to make change, you must approach the issue from more than one direction," Arrington Performance CEO Mike Copeland said.

"I love performance vehicles and I happen to be an expert with internal combustion engines. It only made sense to delve further into hydrogen as a direct fuel source and enable the conversion from gas as a zero emissions option."

The Freebird's exact specifications haven't been released, but the company said the engine should produce about 10% more power than the gasoline version, which is rated at 460 horsepower.

The car, which is equipped with a 5.3 kilogram hydrogen tank, can be driven for 4 to 5 hours between five-minute fills. It's also been updated with a modernized suspension, brakes and other parts.



Hydrogen isn't readily available to consumers outside of California, where there are a few public stations, but is being explored as an alternative to gasoline beyond fuel cells by some major companies. These include a collaboration between Toyota and Yamaha to build their own high performance V8.



Arrington Performance has also built a 1948 Chevrolet truck with hydrogen power.
(Arrington Performance)

Chapter Corner...Highlighting Cha

A beautiful Spring day greeted the Metro Detroit Falcon Club and guests for the annual 2022 "Spring Dust-Off Cruise" to the Durand Union Station.

On a beautiful spring day about 35 people from Metro Detroit Falcon Club and Water Wonderland Thunderbird Club gathered at David and Jo Lau's house. Following a route devised by Larry Shovan and Gene Johnson the cars traveled west on North Territorial Road and north on D19 by way of Howell and Byron to the city of Durand. At Durand Union Station, an historic 1903 structure that still serves Amtrak, the group perused the museum that houses railroading artifacts, photos, and displays. Before leaving we were lucky enough to experience two long freight trains passing by. Lunch was 15 miles due east at Brick Street of Grand Blanc where we were seated on the patio, enjoying the perfect weather and the company of car club friends. Two of us may or may not have stopped at Uncle Ray's Dairyland in Fenton for ice cream on the way home.

Many thanks to the organizers for a good route and to JoAnn Rodriguez for coordinating things on the Thunderbird Club side.

—Jo Lau, Metro Detroit Falcon Club



Chapter Events, Falcons, and Members

FROM THE KEYSTONE CHAPTER...



20TH KCFCA REGIONAL
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KRUISIN' TO... AND FROM... KINGSPORT

STORY AND PHOTOS BY DAVID AND LINDALU BARBER

In case you missed it, we're repeating this one. This article was previously published in the December 2022 online addition.

It's time to start planning your trip to Kansas City 2023 Nationals. This article will give you some ideas on how to get the most from your trip to a National. We will be giving you some sightseeing ideas in future issues for your own trip, whatever route you might be taking or which direction you might be coming.



With memories of an outstanding Falcon Nationals 2022 at Meadowview Resort and Convention Center freshly impressed upon our memory, we left Kingsport, Tennessee on Sunday morning, July 17 and headed northeast. It was an absolutely perfect day for Kruisin' FROM Kingsport as we took US 11 W to Bristol,



Tennessee and then, just by crossing the street, Bristol, Virginia.

Picking up US 19 around Abingdon, Virginia, we continued our two-lane adventure surrounded by some beautiful mountain ranges—Clinch, Blue Ridge, and Allegheny—through probably the prettiest scenery of our entire trip. Through Tazewell, Virginia and Union, West Virginia, enroute to Lewisburg, West Virginia, we stopped at a covered bridge between those two towns, and then at Kittles Hardware & Supply (since 1955) in 'downtown' Union. The fully restored '52 Chevy pickup sitting out front helped draw our attention to Kittles!

After a restful night in Lewisburg, breakfast, and an obligatory stop at 'Brick House Antiques', we headed





northeast on West Virginia 92 was even more two-lane easy cruising and gorgeous mountain scenery than you can imagine.

Intending to spend the night in the area of Cumberland, Maryland, we stopped at a local eatery and during the course of the meal we asked the waitress if there were any areas of town that we should "avoid" staying overnight? Without any hesitation or change of expression, she calmly stated, "All of them!" She went on to explain her response and even offered to let us "Stay at her place."(??) We thanked her but kindly declined her invitation and drove on to Bedford, Pennsylvania for the evening.

From Bedford we headed east on US 30 toward Gettysburg, made the loop through the battle-

ground, and then headed on toward Lancaster. Picking up US 222 we drove on into Reading, where



we spent three nights with some old friends, Ken and Barbara, who have lived there for several years. I couldn't resist the opportunity to get a picture of our Falcon in front of their castle-like home. Another couple whom we have known for many years who live in Richmond now, were returning home from a trip to New Hampshire and came by while

east on US 60 toward White Sulphur Springs to stop at the store opened by Barnwood Builders, a favorite DIY television show of ours. More of a tourist attraction with souvenirs than any craftsman type items, but, yet another item off our bucket list. As a surprise on our way out of town, we passed by the 'Bone Yard', where the Barnwood Builders crew stores the old logs and timbers they take out of the old barns and log cabins that they disassemble, most of which are reassembled at another location. Continuing



we were there. All six of us enjoyed celebrating Barbara's birthday on Thursday night.

Ken and Barbara have ridden motorcycles in that area for years, so they are "fellow two-lane" travelers, as we are. Armed with maps, and Ken's suggested routes, we again pointed our Falcon in a northeasterly direction and hit the road Friday morning. The trip from Reading, Pennsylvania to Port Jervis, New York again provided some great scenery as we experienced portions of the Pocono and Catskill Mountains. US 209 and US 9 carried us into Albany for the evening and we got to see the majestic buildings that make up the State of New York's Capitol.

After breakfast the following morning at The Skyline Diner just across the river from Albany, we headed across Vermont via NY Hwy 4 and US 7, to Rutland, crossing through the Green Mountains. MORE beautiful mountain scenery!! Keeping on the same route we crossed the border into New Hampshire where we experienced the White Mountains, and then enjoyed a scenic view of another kind when we arrived in Meredith, which is a resort area on Lake Winnepesaukee. Continuing east on NH 25, that highway becomes ME 25 as you cross over into Maine. As you can see below, there are some

picture-perfect lakes in Maine. Being in Maine "required" us to stop and enjoy some 'really fresh' lobster at the Bay Haven Restaurant in Cornish, before driving on into the Portland area for the night. Of course, being that close to Freeport, we took the opportunity to visit the L.L. Bean stores on Sunday AM (they are closed only for Christmas!) and below is an example of one of their advertising methods! Having now been on the road for 13 days, and at the northern most point of our trip, the Falcon pointed its beak in a southerly direction, and we headed out of Maine. But before leaving the area, we encountered "Betty" in Yarmouth, a 1930 Ford





Model A. We exchanged smiles and hand waves as they took the right fork in the road, and we took the left!

Needless to say, the scenery changed between what we had seen the past three days as we passed through

Rhode Island and Connecticut. More urban terrain and less alternate routes to take, so we saw more skylines and Interstate highways than previously. One thing that is very different in the Northeast as opposed to the Southeast is that in the Northeast you can't even SEE what is at the next exit off the Interstate. In the Southeast part of the country, you can see what is at the next exit as you approach it, so that lack of visibility is very disconcerting to someone used to more. On occasion we would take an exit since there was some 'hint' of a gas station in the area, only to get to the end of the off ramp and still not be able to see any businesses in either direction, so we just guess whether to turn left or right.

Now having made "The New England Loop", we found a route AROUND New York City and Newark, New Jersey, and then found a path of least resistance AROUND Philly, en route to our next destination



of Delaware. Delaware is an interesting state in that you can't 'just happen to drive through it'. It takes some planning to get in and out of there. In our effort to drive the Falcon through as many of the lower 48 States as possible, this was a great opportunity to cover Delaware, so we took a circuitous route through King of Prussia and Media, Pennsylvania through Claymont, Delaware, and into Wilmington for the night. Another lesson I got in 'geography' was that the peninsula that Delaware occupies is not just Delaware! AND, my initial impression that I would have to leave Delaware the same way I got in was not correct. Delaware shares that peninsula with Maryland and Virginia, and to avoid backtracking out of Delaware, one can take DE 1 and/or US 13 South straight out of the state, across that eastern most portion of Maryland, and then across the eastern most portion of Virginia to the Chesapeake Bay Bridge-Tunnel and drive right into Norfolk.

The Bridge-Tunnel is a 17.6-mile-long engineering wonder, being a 'bridge' for most of the trip across the southern most point of the Chesapeake Bay but including TWO different segments that drop below the water and become a tunnel. We had survived a flash flood in Rehobeth Beach, Delaware earlier in the day, and then crossed the Bridge-Tunnel in a driving rainstorm, so it was really a relief of sorts when we would come to a tunnel portion of US 13.



After a night in Chesapeake, Virginia we headed southwest, continuing on US 13 through some beautiful farmland, crossing into North Carolina around Reynolds, and then on



to Tarheel (how appropriate) seeing tobacco fields as we went on through Wilson, and then into Selma, North Carolina where Lindalu, true to her nature, happened across Trackside Antiques! Why am I not surprised? After a little R&R at Trackside, we continued into Fayetteville, where we spent the night, feeling secure as we were in the shadow of the 82nd Airborne Division there at Fort Bragg!

Heading southeast from Fayetteville the next morning, US 401 provides a great alternative to 1-95 (wouldn't anything?) through Laurinburg, North Carolina so we took that route down to Florence, South Carolina. After lunch in Florence, and seeing what might qualify as the "National Center for Lost Hubcaps" (?), we drove on through Columbia with a stop at another antique shop and then on to Aiken, South Carolina for the evening. We really enjoyed learning more about the history of that area. Again, one of those towns that we had blown by before on 1-20 but that has a lot to offer if you take the time to visit.

Biting the bullet, and jumping on 1-20 the next morning, we were headed due west now and ready to get home. However, the small obstacle

in our path—Atlanta—required that I spent some time the night before finding a way 'around' it, as I had done in NYC, Newark and Philly. While most people tend to look north for such a route, I decided to look south this trip. I found what I thought was a reasonable alternative from Conyers around to Douglasville, which eventually took me almost two hours, so... if any of you have any ideas please share!!

That morning was ENOUGH interstate, so when we left Douglasville, Georgia on US 78 East, we stayed on it all the way to Pell City, Alabama, where we hit US 231 North and then some State and County roads that took the Falcon back to her home nest!!

Again, we had enjoyed a great Nationals event; added 15 states to our checklist; drove 3,458 miles door-to-door; and saw an abundance of God's magnificent creation! Looking forward to seeing all of you again in Overland Park, Kansas in 2023.

KEEP 'EM FLYING!!!

—David and Lindalu Barber (FCA # 15608)
Trussville, Alabama

UPCOMING EVENTS

April 15, 2023
Le Bon Temps Regional
Prairieville, Louisiana
Hosted by Le Bon Temps Chapter

July 13–15, 2023
2023 National Meet
Overland Park, Kansas
Register online at falconclub.com

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com.

Did You Know?

2023 marks the sixtieth anniversary of these events:

John F. Kennedy Assassination

First woman in space (USSR)

USPS ZIP Codes introduced

Beatlemania begins

Studebaker Ends Production in U.S.

The Sabin oral Polio Vaccine, taken with a lump of sugar, was given nationwide in U.S.

Martin Luther King, Jr. delivered his "I have a dream" speech

AT&T introduces touch tone phones

Pull tab can used for soda in U.S.

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Frank Servas
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Center Valley, PA 18034
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1965

Jim Hatcher
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Steve Springer
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Phil Warren
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Garry Leanhart
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Paul Coffey
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Bob Karpenko
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Bill Walter
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937-216-4721
falconbill@woh.rr.com

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Merl Hayn
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574-892-6309
shaynfamily@aol.com

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405-789-6592
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rharrington2@stny.rr.com

CLASSIFIEDS

FALCONS FOR SALE



1964 Villager, Comet wagon original 289 V8, automatic (no engine, no transmission). Has original doors, all fiberglass wood railings, all emblems/trim and interior parts. No title, \$1,900. 1965 Caliente, two-door Comet hardtop six-cylinder automatic (no engine, no transmission). Has nice rust free quarters, rust in floors. Title \$1,200. More projects 1963 Meteor, 1964 Comet. Carlos Vera, 720-281-0940 call/text or calicometcarlos@yahoo.com. CO. 221117

PARTS FOR SALE

Four 14", four-bolt wheels, \$50 ea or four/\$150. 14" five-bolt wheels, very good condition, \$250. Four 14" wire wheel hub caps, very good condition, \$200. Dagenham four-speed complete bellhousing w/shifter and floor hump, '63 Comet, \$22, \$450. 200 six-cycle engine, not running, date code C5, \$100. Stick Shift Brake & Clutch Pedals, hard wired and linkage for stick shift '63 Comet, \$22-\$50. Four-speed steering column cover, \$150. Two sets steering boxes w/shaft, \$50 each. 289 motor heads set C5AE, \$200. Steering linkage and lots of other Falcon parts Curved glass for side windows for '62-'65 Falcon Station Wagon. Call or text Don Klee, 989-550-9271. MI. 221016

Parting out 1964 Falcon four-door and Ranchero, parting out '64/'65 Comet parts cars, hardtop, convertible, wagon. Carlos Vera, 720-281-0940 call/text calicometcarlos@yahoo.com. CO. 221117



Barn Find: Barn Find: Two old -time fiberglass hoods with scoops: One 1964.5 Falcon/Ranchero hood with a raised hood scoop molded in; it was found in the barn of a Colorado drag racer and used at Bandimere Speedway in the 80s-90s. One 1964 Comet reverse bubble hood, also a barn find from Wyoming; it has hood pin sockets, and bubble scoop molded into the hood, \$250 each, \$400 for both. It is almost impossible to ship these items, so I highly suggest local pickup. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg1964@gmail.com, 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 221217

1964-65 Parts as follows: 1) 1964 foot activated switch for windshield wiper and washer system. This is for a single speed wiper motor and include all parts and instruction diagram except tubing and hook up wiring, \$140 plus shipping. 2) New Insulation material for under headliner, carpeting and other insulation needs, \$15 plus shipping. 3) Used gas tank from 1964 Falcon two-door hardtop. Comes with POR gas tank restoration kit. Local pick up only, no shipping, \$25. Pictures upon request. Steve, cell phone at 562-773-6255 for texting and e-mail at SteveWT324@aol.com. CA. 221126

1968-70 Falcon parts for sale. Hood latch and brace \$25. Grille assembly and headlight bezels, \$100. '68 front bumper filler, \$20, '69 front bumper filler, \$20, Front bumper brackets, two sets, \$25 each. Cowl panel \$30. '68 left front fender \$75. '69 right front fender, \$100. Heater box assembly, \$50. Battery tray assembly, \$30. Six-cylinder engine to frame mounts, \$25. Six-cylinder throttle/C4 trans linkage, \$20. '68 302 stock distributor with Pertronix conversion and coil, \$60. 302 /C4 blockplate, \$15. Email me for details or pictures at pence.brian@gmail.com. 221016

1960-65 Falcon parts for sale: doors, windows, truck lids, fenders, chrome, taillights, hinges, heater parts, wheel covers, tailgates, real nice 1965 Mercury Caliente grille, Mercury Comet tailgate for station wagon or Ranchero with extra nice large chrome, hardtop windows. Willing to sell all of 30 year collection of parts. Bob, 806-683-1246 or 806-683-3550. TX. 221199

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300 pair. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$359. 1964 NOS Falcon lens, NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, hardtop/sedan, \$359. 1964 NOS Falcon lens, no back-up, \$125. 1965 NOS Falcon lens, no back-up, \$125. NOS 1963-65 Falcon Sprint and Cobra California air cleaner, with PVC tube on the top, \$399. New 1963 front fender spears (reproduction), \$499. 1963-65 Falcon Sprint air cleaner, \$135. New 1963 Falcon convertible, sill plates, \$125. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 five-bolt bellhousing with backing plate, \$150. 1965 Falcon/Comet six-bolt bellhousing with backing plate, \$150. 5.0 bellhousing, red powder coated with backing plate, \$150. 1965-66 Mustang T-10 tail shaft, \$125. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400.

1963-65 Falcon/Comet top loader shifter box with linkage, \$450. 1963-65 Falcon/Comet four-speed tunnel, black powder coated with top plate, \$399. 1963-64 generator bracket, \$100. 1965 NOS Falcon Ranchero/wagon gas cap, \$139. 1963-65 Falcon/Comet six-cyl. valve cover, black wrinkle powder coated, \$125. 1963-65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 196-63 Falcon / Comet stainless steel dashpad trim, \$125. 1964-65 Falcon/Comet stainless steel dash pad trip, \$125. 1964-65 Falcon/Comet AAC new Gold carpet, front and rear, \$120. 1963 Falcon spears, driver condition, \$100. Rare Valvoline bench mat with a 1965 Falcon Ranchero Monster truck on it, 20"x 17", \$155. 1964-65 hood hinges, \$175. 1964-65 Falcon/Comet console bracket (reproduction), \$125. 1963-65 Falcon/Comet stainless steel V8 motor mount heat shields (reproduction), \$35. 1963-65 Falcon/Comet four-speed shifter tunnel top ring (reproduction), \$45. 1964-65 Falcon/Comet console, new reproduction top, all trim, \$899. 1963 Falcon front fender, driver side, \$199. Tri Y headers, ceramic coated, 260/289/302, new, \$599. Hooker headers, Pro Comp, ceramic coated, 260/289/302, new, \$599. 1964-65 fiberglass front bumper, new, \$225. NOS 14" spinner hub cap, \$150. Big block 3x2 set up, intake, carbs, linkage, air cleaner, filter, and more, \$2,500. Ford big block, 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$3,500. Ford small block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$3,500. Ford small block 2x set up, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, patches, signed posters, more items. More NOS, used and Dennis Carpenter reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 221299

Parting '60-'65 Falcons. 15 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Thanx for driving a Falcon! Call Steve, 360-430-0143. WA. 221118

1963 Sprint/Futura hardtop bucket seats: nice black upholstery, OEM style, nice driver quality, complete except for seat tracks, \$1,295. for the pair; '61-63 consoles, eight to choose from, \$200-\$500 each, depending on condition. '60-63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$295 for the set; '62-63 hood scoops good to excellent used condition, \$75-\$200. 1963 Sprint fender spears (no paint in the center stripe) nice driver quality, \$395/pair; 1963 Futura spears, nice also, \$395. 1963 "deluxe" fender spears, (not Futura) three sets, \$95-\$195 per set; '62-63 fender top ornaments, restored, \$75-\$100 per pair; two 1960-61 Comet dash clusters, nice chrome, original and complete: \$195 each; '63 Comet dash cluster, needs restored but complete, \$100; 1965 Falcon horn rings (three) driver to quality to near mint; \$75-\$175 each. 1963 Comet/Falcon convertible top bows + pump (no header bow) \$495; convertible quarter windows, regulators, trim, hardware; inquire for prices; convertible "belly pan" set up for bucket seats /console, \$295. '63-65 convertible bucket seats, need complete restoration, \$600. '60-65 pedal sets, complete w/ bracket and hardware, \$195. '60-65 V8 motor mounts: frame mounts, bolts, "C" brackets and heat shields, \$200. Eight-piece set; '63-65 V8 exhaust manifolds, no cracks, \$180 per pair; five-bolt 14" stock Falcon/Fairlane wheels ('63-'67 style) 14"x5" and one set 14" x 4.5", \$70 each, a set of five for \$325; late model ('68-'70). Five-lug 14"x5" & 14"x 6" also for sale, \$70 each, \$325 per set. Four-bolt 14" x 5" 1 set of four, \$280; four-bolt 13" wheels, \$25 each, set of five for \$110. '60-65 Falcon jacks, restorable, \$100/set of four pieces; '60-65 four-door sedan doors, stripped or complete, no rust, \$50-\$150 each; '60-65 Falcon/Ranchero hoods over 25 to choose from, \$100-\$350 each. '60-65 Station Wagon tailgate cranks w/ keys in good used condition up to NOS, \$250-\$490. 1964-66 Wagon/ Ranchero gas tanks, \$200 each; 1960-62 two-speed electric wiper change-over, a set of: motor, mount, wiper transmission, linkage,

bezels, \$295. 1965 two-speed wiper conversion: wiring harness, switch/bezel motor/bracket, tested and working \$295. '66-67 trunk lid, has a few dings, but solid \$150. '68-70 LR taillight surround, excellent used condition, \$95. '68-70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$200; bumper brackets for the same \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300. dash cluster, great shape, \$100. We have a 35+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg1964@gmail.com, 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 221217

PARTS WANTED

Wanted: Falcon 260/289 HiPo exhaust manifolds. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 230199

289 Hi Po San Jose built four-speed radiator, top tank is stamped: C4ZE W-MO G2 2-65. 3939-S fuel pump, I am looking for February 1965 date code. My car was built on March 24th, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB and C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken 6274 Rocky Grove, Cedar Hill, MO 63016 314-480-2556 or kslitteken@aol.com. 220810

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